



CITY OF MISSISSAUGA OFFICE OF THE MAYOR

April 30, 2026

Hon. Karina Gould, Chair, and Members of the Committee
Standing Committee on Finance
House of Commons

RE: Pre-Budget Consultations in Advance of the 2026 Budget

Dear MP Gould and Members of the Committee,

Mississauga is a vibrant, diverse, and rapidly growing city, home to nearly 800,000 residents, more than 120,000 businesses, and a \$63 billion economy that serves as a critical engine of Ontario's and Canada's prosperity. For more than two decades, we have maintained a AAA credit rating, a testament to our commitment to fiscal discipline and responsible governance. Like municipalities across this country, we are being asked to do more with less. We are supporting housing construction and maintaining transit and infrastructure Canadians need while relying on an antiquated 19th-century revenue framework that was never designed for the demands of a 21st-century City.

I want to begin by acknowledging the Government of Canada's significant announcement on March 30, 2026. The Canada-Ontario Partnership to Build, with its \$8.8 billion investment in housing-enabling infrastructure, development charge reductions, and HST relief on new homes, reflects the kind of bold, multi-level partnership that Mississauga has long advocated for. These are the right moves at the right time, and I welcome this direction. They follow over a decade of critical investments in Canada's municipalities that have allowed us to expand transit and build much-needed infrastructure to support housing and growth. However, there is much more work to do, and Mississauga is ready to be a full partner.

The following provides Mississauga's overview of our priorities for the federal government to consider as it develops its 2026 budget.

Recommendations

Recommendation 1: Development Charge Reduction Support

We request that Mississauga be prioritized as an eligible municipality under the Build Communities Strong Fund (BCSF) provincial/territorial stream for development charge (DC) relief support, as we have already demonstrated our commitment to reducing DCs since January 2025.

Mississauga has already reduced residential development charges by up to 50 per cent and eliminated them entirely for rental units larger than one bedroom to spur housing starts. We adopted a new Official Plan targeting 370,000 new homes by 2051, focused on densification and mid-rise intensification that was recently approved by the province. Since 2021, our population has grown by approximately 60,000 residents, and housing demand

continues to accelerate. We have been leaders and are doing our part to stimulate growth and new housing development to meet the housing crisis. Moreover, we request that the BCSF Direct Delivery Stream permit funding stacking to maximize the value and efficiency of each program dollar. In previous funding programs, the prohibition on stacking has limited the full investment and impact of public funds.

Recommendation 2: New MiWay Transit Operations, Maintenance, and Storage Facility

Effective public transit is inseparable from housing delivery. Transit-oriented development requires that our transit system can keep up with demand resulting from increased housing supply. Mississauga's MiWay is Ontario's third-largest municipal transit system, with more than 500 buses serving approximately 150,000 daily commuters. Ridership has surpassed pre-pandemic levels by more than 10 per cent and continues to show strong performance as we approach LRT operations on the Hazel McCallion LRT line. Both existing transit facilities are at full capacity, and we cannot add to our fleet without a new facility to maintain and operate them.

Based on preliminary designs and capacity projections, we need a site for 170 to 280 buses, with an estimated capital cost of more than \$500 million. Without this new facility, our ability to advance zero-emission fleet adoption is significantly constrained. We are asking for federal funding to make this project a reality. This investment directly advances housing development through transit-oriented communities, reduces emissions, and supports good jobs in the skilled trades, priorities the federal government has rightly identified as central to Canada's economic future.

Recommendation 3: Two-Way, All-Day GO Service on the Milton Corridor

On March 30, 2026, Prime Minister Carney and Ontario Premier Ford committed to partnering on GO Transit 2.0, a framework to increase passenger service along freight-owned corridors across the Greater Golden Horseshoe and to enable expanded two-way, all-day service. We welcome this commitment, as it builds on previous promises by federal and provincial governments. Given the importance of the Milton Corridor to Mississauga and the Greater Toronto Area, we believe this work must be prioritized.

The Milton Line is the fourth-busiest in the GO network and is projected to serve up to 94,000 daily riders by 2041. Six of the network's stations are in Mississauga, serving half of our City's population. One-third of our businesses and employment lands sit within close proximity to this corridor. Connections to the Hazel McCallion LRT Line and Mississauga's Downtown Core make this not just a transit project, but a housing and economic development project of regional significance. Enhanced transit infrastructure and housing availability are critical for the long-term economic competitiveness of our City, and for enabling talent attraction, retention, and business growth. Two-way, all-day service will unlock significant housing and growth opportunities for Mississauga and surrounding communities, not to mention safety improvements along the corridor.

For decades, this project has been promised and deferred. The province committed to the project in February 2024, pending federal involvement, and pledged to study freight diversion in January 2025. The March 30, 2026, GO 2.0 announcement is the clearest federal signal yet that this project can be a reality soon. We ask the federal government to work with Metrolinx and the province to establish a concrete completion plan, including funding sources and completion time, that delivers two-way, all-day service on this

corridor without further delay. Not only does this corridor facilitate regional connectivity, it will also provide a conduit for passengers on the proposed future ALTO high-speed rail corridor, connecting people in Mississauga and the Western GTA to high-speed rail without having to use a car.

Recommendation 4: Flood-Resilient Infrastructure

Mississauga is one of Ontario's most flood-vulnerable municipalities, ranked ahead of Toronto at 4.4 out of 5 on the Insurance Bureau of Canada's risk scale. In July and August 2024, parts of our City experienced historic and severe flooding. Climate projections show that severe weather events that once occurred every 40 years will occur every six years by 2050. Since 2016, the City has invested approximately \$355 million in Stormwater infrastructure with a further \$296 million forecasted in the City's 10-year Stormwater Capital Plan. For 2026, Council approved a Stormwater budget of approximately \$48 million to support ongoing upgrades and maintenance of the stormwater system. We are doing our part, but we need investment from the federal government.

We are asking the federal and provincial governments to provide additional, targeted funding to enhance flood mitigation efforts and expand critical housing-enabling infrastructure in Mississauga. Specifically, we request increased funding allocations to municipalities through disaster and flood mitigation programs. These funds should prioritize cities like Mississauga that are highly vulnerable to severe weather events and have a critical need to modernize infrastructure to enable housing development. Through advocacy, support, and partnership with all levels of government, we should work to ensure that flood mitigation projects are always included in our push for broader infrastructure investments.

Recommendation 5: Getting Housing Built Quickly

Mississauga's Mayor's Housing Task Force brought together more than 50 private and non-profit housing development experts to develop actionable solutions to the housing supply and affordability crisis. Their work resulted in four priority areas and 30 specific recommendations. We are already implementing what is within our jurisdiction. We need the federal government to continue reinforcing action and momentum on this file.

The March 30, 2026, announcement addresses development charges and HST relief, two of the Task Force's central recommendations. We thank the government for these steps and encourage their full implementation in short order.

We additionally ask the federal government to:

- Establish a CMHC pre-screening authority for large municipalities to accelerate approvals for affordable housing projects.
- Harmonize the national building code with provincial building codes.
- Continue targeted investment through Build Canada Homes to leverage public land for affordable and rental housing supply, particularly in transit-oriented communities.

Recommendation 6: Support a New Municipal Growth Framework

Canada's municipalities receive eight to ten cents for every tax dollar collected, yet we are responsible for maintaining 60 per cent of the country's core public infrastructure. This is not a sustainable model for a country undergoing unprecedented population growth.

Mississauga is a proud member of the Federation of Canadian Municipalities' (FCM) Big City Mayors' Caucus, which has unanimously endorsed the call for a New Municipal Growth Framework. We echo that call. The federal government should increase direct annual transfers to municipalities by \$2.6 billion, bringing total annual federal transfers to \$5 billion, index those transfers to GDP, and broaden eligible expenses to include operating costs. Cities know their infrastructure needs. Give us the predictable, flexible, growth-linked funding to meet them.

The BCSF provides predictable funding through 2034-2035 and is a good start, but the program may not continue in perpetuity. As well, the funding envelope, while significant, is not enough to tackle the infrastructure deficit in cities across Canada, the magnitude of which is estimated to be over \$150 billion and climbing.

Recommendation 7: Federal Support for the 1 Port Street East Proposed Marina Project

Mississauga is pursuing a transformative over \$150-million waterfront revitalization at 1 Port Street East in Port Credit. With the anticipated environmental assessment approval by the province and moving to detailed design, the City requests federal capital funding to deliver this project.

The 1 Port Street East Proposed Marina is the cornerstone of the Inspiration Port Credit Master Plan. It will establish a full-service public marina preserving Port Credit's working waterfront identity, while modernizing infrastructure, and adding 4.45 acres of new waterfront parkland and public promenade. It will serve as an anchoring public amenity to unlock mixed-use housing development, while increasing connectivity between major growth corridors across the Greater Toronto Area.

We ask the federal government to designate the 1 Port Street East marina as a priority for waterfront infrastructure funding, commit capital support through an appropriate federal program to enable delivery of this project, and establish a tri-government funding partnership consistent with the Toronto Waterfront Revitalization Initiative model. Early engagement with City staff on project phasing and funding structures will ensure alignment with federal requirements.

Recommendation 8: Tackle Food Insecurity

Mississauga has the fastest-growing rate of food bank use in Ontario. Food Banks Mississauga and its network of more than 60 programs recorded over 503,000 visits between June 2024 and May 2025, a 20 per cent increase in a single year. One in thirteen Mississauga residents now accesses a food bank. Twenty-eight per cent of visitors are children. In November 2024, Mississauga City Council was the first in Ontario to declare food insecurity an emergency, and we remain committed to addressing this serious problem in our community.

This is not only a Mississauga problem; it is a Canadian crisis. We urge the federal government to formally declare food insecurity a national emergency, to provide sustained and enhanced federal funding for food banks, and to rapidly implement the announced Groceries and Essentials Benefit proposed by Food Banks Canada. Investments in income support, affordable housing, and workforce programs are equally critical in addressing the root causes, not just the symptoms, of this emergency.

Mississauga's strength is found in our people, families, newcomers, workers, entrepreneurs, and our business community. It is also found in our track record of forward-looking, financially responsible governance. We are asking the federal government to continue to work with us as a partner to meet the urgency this moment demands: to build homes, move people, protect communities from flooding and hunger, and to ensure the right fiscal tools are in place to sustain the growth we are all counting on.

Mississauga's success is Canada's success. We look forward to working with your government to make it happen.

Sincerely,

A handwritten signature in black ink that reads "Carolyn Parrish". The signature is written in a cursive, flowing style.

Carolyn Parrish
Mayor, City of Mississauga